

Environmental Impact Statements (SEIS) for further study of potential noise impacts associated with operation of Cal Black Memorial Airport at Halls Crossing, Utah. Interested agencies and persons are invited to submit written comments as to their concerns regarding potential noise impacts upon areas surrounding the airport and how those impacts could be addressed in the Draft SEIS.

DATES: In order to be considered, written comments must be received on or before September 29, 1995.

ADDRESSES: Send comments to Mr. Dennis G. Ossenkop, Federal Aviation Administration, Airports Division, 1601 Lind Ave. S.W., Renton, WA 98055-4056. Questions concerning the draft EIS or the process being applied by the FAA in connection with this study should also be directed to Mr. Ossenkop.

SUPPLEMENTARY INFORMATION: The public scoping (comment) period for the Supplemental Environmental Impact Statement, Cal Black Memorial Airport, Halls Crossing, Utah, has been extended because of possible misunderstanding that might have occurred due to two typographical errors in the Notice of Intent published in the **Federal Register** dated March 23, 1995, on page 15320. Specifically, under Supplementary Information, the word "reserved" should have read "reversed". Secondly, under Supplementary Information, the case number "988" should have read case number "998". The FAA regrets any inconvenience these errors may have created.

Issued in Renton, Washington on July 17, 1995.

Lowell H. Johnson,

Manager, Airports Division, Federal Aviation Administration, Northwest Mountain Region, Renton, Washington.

[FR Doc. 95-18733 Filed 7-28-95; 8:45 am]

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RTCA, Inc., Special Committee 186 Standards for Airport Security Access Control

Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463, 5 U.S.C., Appendix 2) notice is hereby given for special committee 186 meeting to be held August 16-17, 1995. The August 16 Working Groups 1 and 2 sessions will be 9 a.m.-12 noon, and the Plenary Session will begin at 1:00 p.m. The August 17 Plenary Session will begin at 9 a.m. The meeting will be held at RTCA, Inc., 1140 Connecticut Avenue, N.W., Suite 1020, Washington, DC, 20036.

The agenda will include: (1) Chairman's Introductory Remarks/ Review of Meeting Agenda; (2) Review and Approval of Minutes of the Previous Meeting; (3) Report of Working Group Activities: a. Working Group 1 Report (Operations Working Group); b. Working Group 2 Report (Technical Working Group); (4) Report on FAA DLORT Activity; (5) Reports on Activities at MITRE: a. Analysis of the Necessary Capabilities of an ADS-B System; b. Update on the Universal Access Transceiver (UAT); (6) Secondary Methods of Position Determination: a. Airborne—Passive Listening to Interrogations/Replies; b. Ground—Multilateration of ADS-B Signals; (7) TCAS/ADS-B Architectures; (8) Presentation of Self-Organizing TDMA Data Link; (9) Other Business; (10) Date and Place of Next Meeting.

Attendance is open to the interested public but limited to space availability. With the approval of the chairman, members of the public may present oral statements at the meeting. Persons wishing to present statements or obtain information should contact the RTCA Secretariat, 1140 Connecticut Avenue, N.W., Suite 1020, Washington, D.C. 20036; (202) 833-9339 (phone) or (202) 833-9434 (fax). Members of the public may present a written statement to the committee at any time.

Issued in Washington, D.C., on July 25, 1995.

Janice L. Peters,

Designated Official.

[FR Doc. 95-18735 Filed 7-28-95; 8:45 am]

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Federal Railroad Administration

Petition for Waiver of Compliance

In accordance with 49 CFR Sections 211.9 and 211.41, notice is hereby given that the Federal Railroad Administration (FRA) has received from the National Railroad Passenger Corporation (AMTRAK) a request for a waiver of compliance with a requirement of Federal rail safety standards. The petition is described below, including the regulatory provisions involved and the nature of the relief being requested.

National Railroad Passenger Corporation Waiver Petition Docket Number H-95-3

The National Railroad Passenger Corporation (AMTRAK) seeks a waiver of compliance with certain provisions of the Locomotive Safety Regulations (49 CFR Part 229). AMTRAK is requesting a temporary waiver of compliance with

Section 229.29, for eleven locomotives equipped with the New York Air Brake Company/Knorr Brake Corporation Computer Controlled Brake (CCB). Section 229.29 stipulates that all brake valves must be cleaned, tested and inspected every 736 calendar days. On January 29, 1985, FRA granted approval for the 26-L type air brake equipment to be cleaned, inspected and tested every 1,104 calendar days. The petition requests that the CCB brake valves be maintained on a 5-year test interval.

The CCB brake equipment combines certain pneumatic features of the 26L brake with microprocessor controls. The CCB pneumatic and electro-pneumatic devices rely on poppet valve and seat technology which has been proven in service in other Knorr brake equipment.

Locomotive AMTRAK 809 was equipped with the CCB brake equipment when built by General Electric Company (GE) in 1993. It was placed in service on August 31, 1993, and has since accumulated over 260,000 miles in intercity revenue operation both as a lead and trail unit. Early software logic defects were corrected as they occurred and the CCB system has been reliable since. Amtrak is requesting the waiver for this locomotive and for 10 additional P40 locomotives (Amtrak 700-709) now being delivered by GE.

The CCB system consists of a console desk controller, an electronic control system unit and a pneumatic interface unit. The electronic control system unit contains the logic processor (computer), power supply, input/output interfaces, diagnostic program and brake operation programs. The desk console controller contains the standard automatic and independent brake operating handles. The console controller also contains a direct connection to brake pipe which is utilized for emergency brake applications. The pneumatic interface unit contains the connections to the standard train line and locomotive multiple unit pneumatic lines. The pneumatic unit contains all of the devices which are driven by the electronic control system to perform all functions currently carried out by the 26-L brake system.

The brake system includes advanced diagnostics and a self test program. The self test program is manually initiated and provides a test of all electronic and pneumatic interface functions. Any faults detected are displayed on the system unit. In-service faults are detected and stored in non-volatile memory. The railroad states that safety is enhanced by the CCB Equipment in (1) constant vigilance for deviation from performance by the microcomputer, (2) the control of faults to a known safe

condition, and (3) the capability of warning the operator of a fault condition. These features are not available in the existing 26-L Brake Equipment. Life of all components are rated in excess of 5-years.

Interested parties are invited to participate in these proceedings by submitting written views, data, or comments. FRA does not anticipate scheduling a public hearing in connection with these proceedings since the facts do not appear to warrant a hearing. If any interested party desires an opportunity for oral comment, they should notify FRA, in writing, before the end of the comment period and specify the basis for their request.

All communications concerning these proceedings should identify the appropriate docket number (e.g., Waiver Petition Docket Number H-95-3) and must be submitted in triplicate to the Docket Clerk, Office of Chief Counsel, Federal Railroad Administration, Nassif Building, 400 Seventh Street, S.W., Washington, D.C. 20590. Communications received within 45 days of the date of publication of this notice will be considered by FRA before final action is taken. Comments received after that date will be considered as far as practicable. All written communications concerning these proceedings are available for examination during regular business hours (9 a.m.-5 p.m.) in Room 8201, Nassif Building, 400 Seventh Street, S.W., Washington, D.C. 20590.

Issued in Washington, DC on July 26, 1995.

Phil Olekszyk,

Deputy Associate Administrator for Safety Compliance and Program Implementation
[FR Doc. 95-18680 Filed 7-28-95; 8:45 am]

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DEPARTMENT OF THE TREASURY

Public Information Collection Requirements Submitted to OMB for Review

July 21, 1995.

The Department of Treasury has submitted the following public information collection requirement(s) to OMB for review and clearance under the Paperwork Reduction Act of 1980, Public Law 96-511. Copies of the submission(s) may be obtained by calling the Treasury Bureau Clearance Officer listed. Comments regarding this information collection should be addressed to the OMB reviewer listed and to the Treasury Department Clearance Officer, Department of the

Treasury, Room 2110, 1425 New York Avenue, NW., Washington, DC 20220. Special Request: In order to conduct the customer satisfaction survey described below in early August, the Department of Treasury is requesting Office of Management and Budget (OMB) review and approval of this information collection by July 27, 1995. To obtain a copy of this survey, please write to the IRS Clearance Officer at the address listed below.

Internal Revenue Service (IRS)

OMB Number: 1545-1349.

Project Number: SOI-011.

Type of Review: Revision.

Title: Customer Satisfaction Study for New 1040 Forms.

Description: There is an ongoing effort within the IRS to both increase customer satisfaction with the forms that taxpayers are required to submit, as well as increase the efficiency with which the IRS uses modern technology to machine read and process those forms. In order to further this effort, the IRS, under the guidance of the Tax Forms Standardization project office, is performing some final testing on a new version of the 1040 form.

Respondents: Individuals or households.

Estimated Number of Respondents: 350.

Estimated Burden Hours Per

Respondent: 1 hour, 34 minutes.

Frequency of Response: Other.

Estimated Total Reporting Burden: 546 hours.

Clearance Officer: Garrick Shear, (202) 622-3869, Internal Revenue Service, Room 5571, 1111 Constitution Avenue, N.W., Washington, DC 20224.

OMB Reviewer: Milo Sunderhauf, (202) 395-7340, Office of Management and Budget, Room 10226, New Executive Office Building, Washington, DC 20503.

Dale A. Morgan,

Departmental Reports, Management Officer.
[FR Doc. 95-18642 Filed 7-28-95; 8:45 am]

BILLING CODE 4830-01-P

Office of the Comptroller of the Currency

Information Collections Submitted to OMB for Review

AGENCY: Office of the Comptroller of the Currency, Treasury.

ACTION: Notice of information collections submitted to OMB for review and approval under the Paperwork Reduction Act of 1980.

SUMMARY: In accordance with the requirements of the Paperwork

Reduction Act of 1980 (44 U.S.C. Chapter 35), the Office of the Comptroller of the Currency (OCC) hereby gives notice that it has sent to the Office of Management and Budget (OMB) for review under the Paperwork Reduction Act, various information collections.

DATES: Comments on these information collections are welcome and should be submitted by August 28, 1995.

ADDRESSES: A copy of any information collection may be obtained by calling or writing the OCC contact.

SUPPLEMENTARY INFORMATION: In accordance with the requirements of the Paperwork Reduction Act of 1980 (44 U.S.C. Chapter 35), the Office of the Comptroller of the Currency (OCC) has sent to OMB information collections for review under the Paperwork Reduction Act as follows:

I. OMB Control Number 1557-0070

Title: (MA)—Insider Transactions (12 CFR 31).

Type of Review: Regular submission.

Description: This information collection implements statutes that require national bank insiders to report indebtedness and national banks to disclose the indebtedness of executive officers and principal stockholders to the bank or its correspondent banks.

Form Number: FFIEC 004.

OMB Number: 1557-0070.

Affected Public: Businesses or other for-profit.

Number of Respondents: 33,350 respondents.

Total Annual Responses: 67,100 responses.

Average Hours Per Response: 1.4 hours.

Total Annual Burden Hours: 96,533 hours.

OMB Reviewer: Milo Sunderhauf, (202)395-7340, Paperwork Reduction Project 1557-0070, Office of Management and Budget, Room 10226, New Executive Office Building, Washington, DC 20503.

OCC Contact: John Ference or Jessie Gates, (202)874-5090, Legislative and Regulatory Activities Division (1557-0070), Office of the Comptroller of the Currency, 250 E Street, SW, Washington, DC 20219.

Comments: Comments regarding the information collection should be addressed to both the OMB reviewer and the OCC contact listed above.

II. OMB Control Number 1557-0155

Title: Payment of Dividends; Capital Limitations (12 CFR 5.61(c), 5.61(d), and 5.62(e)).

Type of Review: Regular submission.